



Whitton Expressway EIS

Public Engagement Activities January 2008

Summary

Open House Public Meeting

Tuesday, January 29, 2007

4:30 -7 p.m.

Kertz Hall – Immaculate Conception Church

1206 E. McCarty

Attendance: 96

Meeting Publicity

The meeting was publicized in the following ways:

- Mailed meeting announcement to previous meeting participants as well as elected officials representing the area
- Meeting information posted on the MoDOT and Jefferson City web sites
- News release/advisory on January 4, 2008 to:
 - ABC 17/Fox 38 News KMIZ-TV
 - Associated Press
 - Fulton Sun
 - JCTV
 - Jefferson City News Tribune
 - KBIA
 - KCLR
 - KFAL/KKCA
 - KLIK
 - KOMU
 - KOPN
 - KRCG
 - KWOS/KJMO
 - KWWR-KXEO
 - Missouri.net
- Print Advertising
 - A full page, color ad in the Jefferson City News Tribune on January 17, 2008.

Activities

Meeting participants were greeted, asked to sign in and invited to view the boards and ask questions of any member of the team. Additionally, each participant was given a packet of information, including copies of the proposed reasonable alternatives, the full-page advertisement, comment form and study team contact information.

Input and Comments

A total of 22 comments were received. Additionally, team members documented verbal comments made during the open house; all comments received prior to February 15, 2008, are included in this summary.

Meeting participants were asked four questions about the alternatives. The following is the feedback received.

1. Which alternatives make sense to you and why?

The alternative suggested most was the Clark realignment, Lafayette interchange. Most believe this will have the fewest impacts.

- Lafayette makes the most sense. This will make the most difference on Hwy. 50.
- The parkway-interim alternative is my preferred plan. The concept will enhance traffic flow and provide added stacking for traffic turning north or south. The greenway concept will also enhance the aesthetics of the expressway.
- Clark, being able to get on Clark and not wait.
- Parkway Interim, Lafayette interchange and Clark realignment.
- None because they each consider cars first. They do not consider land use of any kind. So we will have a split neighborhood.
- Lafayette interchange, Clark realignment. Process could start at Lafayette, parking could be preserved on at least one side of the street and the Lafayette portion could be started.
- Clark Street with improvement to Lafayette.
- Clark realignment, Madison overpass, Lafayette interchange. Have the fewest properties taken; minimal environmental impact.
- East of Jackson alternative – Lafayette.
- West of Jackson – Parkway and future options. Reasons: provides expandability and ease of construction in relation to existing Hwy. 50. Could also expand to west into the tri-level in the future (with the elevated roadway.)
- Clark realignment, Madison overpass and Lafayette – fewest properties taken and minimal environmental impact.
- Clark realignment and Lafayette interchange.
- Clark realignment. Lafayette interchange is the most direct access to the potentially developed MSD

site. The least impact to the area considering that route has a high number of vacant or abandoned properties.

- Alternatives that remove the multiple stop lights, but do not divide the north and south neighborhoods.
- Madison Street overpass - modest expenses, permits Southside to continue mostly as is. Full access should be permitted, at least to begin with. Clark realignment – least invasive.
- Madison overpass – no one ways on Southside. Clark realignment, Lafayette interchange.
- Clark realignment
- Clark, seemingly not a lot must be displaced.
- Clark Avenue – Lafayette plans

2. What alternatives, if any, should be considered by the study team?

The Lafayette interchange and Clark realignment were suggested twice. Other alternatives suggested to consider include right turns only at Monroe and Broadway and the tri-level.

- Study right turns only at Monroe and Broadway. The tri-level exchange of Hwy. 50 and 54 will need to be redesigned. Perhaps that project needs to be completed prior to the finalizations of the Whitton Expressway plans. This study could also consider realignment of Missouri Blvd./Hwy. 50 intersection.
- Parkway Future
- Increased transit. Directional signage. Pedestrian access. On-street parking. Zoning overlay.
- None at this time are feasible.
- East of Jackson – combined Lafayette and Clark interchange improvement. Reason: like the two access options to redevelopment area. Like the expandability allowed – build Clark interchange and connect to site first, then build Lafayette interchange when warranted.
- Not sure of anything else that can be done.
- Bridges across the side streets or the flyover or viaduct with north/south street crossing under.
- Lafayette interchange and Clark realignment.

3. What other comments to you have about the Range of Reasonable Alternatives and/or the evaluation criteria used to narrow the range of alternatives?

Two comments agree that the check-marked alternatives are the best, two comments noted concern about the traffic flow and two comments received were to consider the tri-level. Other comments received include concern of the cost and aesthetics, pedestrian access and concern of impact of future development.

- While the elevate sections appear to meet the criteria of moving traffic through this corridor, the

feasibility in terms of cost and aesthetics should eliminate them. Additionally, the impact of a bridge at Madison Street will result in business and use impacts on adjacent properties that need to be addressed.

- Keep traffic moving without stopping on 50. Allow north and south traffic to move freely.
- Complete disregard of the street grid, pedestrian access, transit zoning.
- Cost obviously should be a factor and should be balanced among the alternatives.
- I agree with the check-marked alternatives as the best alternatives.
- Seems that correlation to Hwy. 50 west of Broadway and tri-level needs to be considered in study. I understand that the limits of the study do not include the tri-level, but it seems that an elevated roadway solution needs to keep in mind the eventual connection to MO Blvd. and tri-level.
- I think they were good but the check-marked ones are best for minimal environmental impact.
- In your evaluation have you taken into consideration some of the current restoration and development that is consistent with the overall development plan? Revitalization of several properties on the 300 block with Ash. Development of a new restaurant in the area. Others have committed to follow.
- You should have considered the tri-level as an integral part of the planning.
- Traffic flow

4. What additional comments or concerns do you have if, any, that the project team should consider regarding the Whitton Expressway EIS?

The responses to this question were highly varied and included:

- The study team needs to maintain the sense of place expressed in the south side neighborhood and east side neighborhood. Also, note that the Central Bank Motor Bank was designed by SOM IN 1960 and won several International design awards. The adjacent Performing Arts Center is a new community theater, et al that is well used and needs full access.
- I worry about the double decker that you are talking about.
- If it is the Clark Street – I don't want to live right beside it. It shows my house directly by the road on the map.
- I like the elevated roadway.
- There is little to no traffic in Downtown as it is. If people used the grid, it is quite easy to get around.
- Tri-level interchange alternatives should be a high priority.
- The tri-level needs to be redone.
- Provide assistance to those that are committed to the community and its redevelopment. The plan is usually made, then worked around those communities and plans.
- Severe reduction in funding in the future.

- Concern still exists over the impact to the south side of any of the proposals. Foot traffic to the main streets High, Capitol and McCarthy from the south side needs to be looked at as part of this planning process.
- Do the least destruction of existing older properties, like minimalistic approach.
- Complete 179 to Militia, use as truck bypass.
- Be sure to have another meeting regarding the plan that is chosen.

Other feedback from meeting:

- Thanks MoDOT for listening to Jeff City community concerns. After reviewing the MoDOT's Internet map of PROPOSED CLARK STREET roundabouts & picture of street change directing traffic to adjacent street cutting thru residential blocks, IT ALL SEEMS VERY DISRUPTIVE. Concerning the Clark Street phase of development – I vote to extend Clark Street, having it connect to Dawson Street, possibly widening as you go. This seems like the less intrusive plan. A plan that would not destroy/disrupt so much of this historical neighborhood. If Immaculate Conception has concerns with increased traffic and study safety or learning, as they must. I suggest a City Grant possibly to replace glass with thicker glass, etc. Also installing metal railing along Clark Street so children can't get into street. And adding a street crossing guard maybe. The plan with the roundabouts is a bad idea (I feel), because cars will waste gas and time driving in circles and increasing traffic on high traffic days or events. Just imagine Lincoln University having a normal large event. The "NEW" river development at capacity and downtown Jeff city having multiple civic events, for days, weeks, or even months? Not to mention Immaculate Conception mass or student events. Sounds like Los Angeles, Las Vegas, Kansas City or St. Louis. Places for growth. As a property owner I feel like this has a simple solution, extend Clark Street.
- Please accept this message as our response to the above referenced letter and the chapters enclosed with that letter.

I trust that you have received a copy of our Field Office Director's letter dated September 10, 2007. This letter describes our review of environmental documents.

On p. 4 of the purpose and need chapter, a reference is made to the penitentiary redevelopment plan. Is this plan in final form? It would appear to be difficult to write an accurate environmental impact statement without knowing the details of the redevelopment plan and the impact that this interchange will have.

I would like to suggest that paragraph A. Socioeconomic Impact Methodology on p. 1 of the Impact Assessment Methodologies include a specific reference to affordable housing and what, if any, impact this project may have on the availability of affordable housing. On p. 3, Paragraph F on noise impact analysis, there is no quantification of how far into the future the traffic projections will be made. Our guidelines call for 10 years but the FHWA's guidelines may be different.

Thank you for the opportunity to comment on these documents. I do apologize that our budget does not allow my on-site participation at the scoping meetings.